

The China Mail

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HONGKONG, MONDAY, AUGUST 18, 1890.

日三初月七年寅庚

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

Notices of Firms.

NOTICE.

THE Undersigned beg to inform their Friends and the Public that they have RE-OPENED the STORE No. 66, Queen's Road Central, lately occupied by H. FOURNIER & Co., and that they intend to continue the same kind of Business under the Style of

J. ROUSSET & Co.

Hongkong, August 11, 1890. 1415

Intimations.

THE DARVEL BAY TRADING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the DARVEL BAY TRADING COMPANY, Ltd., will be held at No. 9, Queen's Road, Victoria, Hongkong, on TUESDAY, the 10th day of August, at Noon, when the subjoined Resolution, which was passed at the Extraordinary Meeting of the Company held on the 4th day of August, 1890, will be submitted for Confirmation in a Special Resolution:

RESOLUTION.

That the Company be wound up voluntarily under the Provisions of the Company's Ordinance 1865 to 1886, and that FREDERICK ALEXANDER ALFRED BROWN & BUCKLEMAN and ERNST RICHARD PÜMMANN be appointed Liquidators of the said Company, with liberty for each of them solely to exercise all the powers of the joint Liquidators.

Dated 6th day of August, 1890.

REUTER, BRÜCKELMANN & Co., General Managers.

THE BALMORAL GOLD MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY General MEETING of the SHAREHOLDERS of the above Company will be held at the HONGKONG HOTEL, Victoria, in the Colony of Hongkong, at 3 o'clock p.m., on THURSDAY, the 21st day of August current, for the purpose of considering, and, if approved, of passing the following Special Resolutions:

1.—That the Capital of THE BALMORAL GOLD MINING COMPANY, LIMITED, be increased from \$150,000 to \$180,000 by the creation of Three Thousand New Shares of \$10 each, to be fully paid up.

2.—That the said New Shares be, in the first instance, allotted to those Shareholders whose names shall appear on the Register of Shareholders of the said Company on the 1st day of September next (and who shall on or before the 15th day of September next apply for the same to be allotted to them), in the proportion of one New Share for every five Old Shares held by them, but that no Shareholder shall be entitled to claim that any fractional part of any New Share be allotted to him.

CHARLES FREDERICK AUCHINLAIR SANISTER, Esquire, is the Official Assignee, and Messrs. CALDWELL & WILKINSON are the Solicitors in the Bankruptcy.

At the First Meeting of Creditors the Acting Registrar will receive the Proofs of the Debts of the Creditors, and the Creditors who shall have proved their Debts, respectively, or the majority in value of the said Creditors, are hereby directed to choose at such Meeting, an Assignee or Assignees of the Bankrupt's Estate and Effects to be called the Creditors' Assignee or Assignees.

Dated the 16th day of August, 1890.

Intimations.

NOTICE.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

IN accordance with the Provision of No. 121 of the Articles of Association, the General Agents have this Day declared an Interim DIVIDEND of 4 Per Cent. for the Half-Year, ending 30th June, 1890, on the Paid-up Capital of the Company.

Dividends WARRANTS payable on TUESDAY, the 19th August, will be issued to Shareholders.

The Transfer BOOKS of the Company will be CLOSED from the 9th to the 19th Instant, both days inclusive.

JARDINE, MATHEISON & Co., General Agents.

Hongkong, August 5, 1890. 1380

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

NOTICE.—EBRAHIM GASSUMBHOY of Victoria, in the Colony of Hongkong, having been adjudged BANKRUPT under a Petition for Adjudication, filed in the Supreme Court of Hongkong, in Bankruptcy on the 2nd day of August, 1890, is hereby required to surrender himself to BAKER STEPHEN, Esquire, the Acting Registrar of the said Court, at the First Registry of the Cupboard, to be held by the said Acting Registrar, on THURSDAY, the 28th day of August, 1890, at 1 o'clock in the Forenoon.

CHARLES FREDERICK AUCHINLAIR SANISTER, Esquire, is the Official Assignee, and Messrs. CALDWELL & WILKINSON are the Solicitors in the Bankruptcy.

At the First Meeting of Creditors the Acting Registrar will receive the Proofs of the Debts of the Creditors, and the Creditors who shall have proved their Debts, respectively, or the majority in value of the said Creditors, are hereby directed to choose at such Meeting, an Assignee or Assignees of the Bankrupt's Estate and Effects to be called the Creditors' Assignee or Assignees.

Dated the 16th day of August, 1890.

CALDWELL & WILKINSON, Solicitors in the Matter,

70, Queen's Road, Hongkong.

1457

SELAMA TIN MINING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held in the Office of the Company, Room No. 6, Connaught House, on SAU TUI DAY, the 3rd August, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and Statement of Accounts to the 3rd June, 1890.

The Transfer BOOKS of the Company will be CLOSED from the 10th to 30th August, both days inclusive.

By Order of the Board of Directors, W. HUTTON POTTS, Secretary.

Hongkong, August 13, 1890. 1438

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Half-Yearly MEETING of SHAREHOLDERS will be held in the Office of the Company, No. 14, Praya Central, on MONDAY, the 25th August, at 3 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to the 30th June, 1890.

The Transfer BOOKS of this Company will be CLOSED from the 11th to the 25th August, both days inclusive.

By Order of the Board of Directors, D. GILLIES, Secretary.

Hongkong, August 5, 1890. 1391

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that the FINAL CALL of FIVE DOLLARS (\$5) per Share is payable to the HONGKONG & SHANGHAI BANKING CORPORATION on or before TUESDAY, the 26th August.

By Order of the Court of Directors, T. JACKSON, Chief Manager.

Hongkong, August 1, 1890. 1359

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

IT is hereby notified that at a Meeting of the Directors of this Company held This Day a FINAL CALL of FIVE DOLLARS per Share was made upon all the Members and that the same is payable to the Undersigned at the REGISTERED OFFICE of the Company, 3, Beaconsfield Arcade, or on or before THURSDAY, the 21st Day of AUGUST NEXT.

It is further notified that all Shares not fully paid-up on the 21st day of August, shall in accordance with the Company's Articles of Association be FORWARDED, and legal proceedings taken to enforce Payment of all Calls, Instalments, Interest and Expenses, owing upon or in respect of such Shares at the time of the Forfeiture.

By Order of the Board of Directors, J. A. BARRETTO, Secretary.

Hongkong, July 20, 1890. 1353

THE HOTEL MARINA.

MONEY ADVANCED ON MORTGAGE, LAND OR BUILDINGS, PROPERTIES PURCHASED AND SOLD.

Estates managed, all kinds of Agency and Commission Business relating to Land, &c., conducted.

Full Particulars can be obtained at the Company's OFFICES, No. 5, Queen's Road Central.

A SHELTON HOOPER, Secretary.

Hongkong, May 3, 1890. 1341

THE HOTEL MARINA.

THIS Strictly FIRST-CLASS HOTEL, now moored in the Harbor of Victoria, offers Guests exceptional advantages for Healthfulness and Refreshing Breezes; the avoidance of street noises and unwholesome odors, &c.

Grand Promenade Deck, Airy Dining Room, Ladies' Parlour, Billiard and Reading Rooms, Commodious Bedrooms, with separate Bath-room and Veranda to each.

The HOTEL LAUNCH runs regularly to and from Poder's Wharf and the Hotel, Free of Charge—for Tea-Table sets Bills.

ANDREW FOSTER, Manager.

Hongkong, July 23, 1890. 1340

INSURANCES.

QUEEN FIRE INSURANCE COMPANY.

PANY.

THE Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NORTON & CO., Agents.

Hongkong, July 10, 1890. 1340

KUHN & CO., JAPANESE AND CHINESE FINE ART DEPOT.

21 & 23, QUEEN'S ROAD.

Hongkong, July 21, 1890. 1320

Business Notices.

STEADY & CRAWFORD & CO.

SHOOTING SEASON—1890.

FOR SALE.

ELEY'S BROWN and BLUE METAL-LINED GASES.

ELEY'S GREAT GAS-TIGHT CASES.

THICK BELT WADES, GRAN CLOTH WADES, GREASE-PROOF WADES,

RE-PRIMING CAPS, WIRE CARTRIDGE, SHOT, PIGON & WILK'S 'Alliance'

SPEATING POWDER.

TOLLY & DOUBLE-BARRELED HAMMERLESS FOWLING PIECES.

SCOTT'S DOUBLE-BARRELED FOWLING PIECES.

RE-CAVING MACHINES, LOADING, RAMMING & TURNING MACHINES,

POWDER & SHOT MEASURES, CARTRIDGE BELTS and BAGS, FLASKS,

DOG WHISTLES, GAME KITTENS, DOG CHAINS, GUN CLEANERS, GUN OIL

and SUNDRIES of all kinds.

ROOK RIFLES, MARTINI-HENRY RIFLES and AMMUNITION.

LOADED and SPORTING CARTRIDGES, filled with any required charge.

SHOOTING SUITS, STOCKINGS, HATS, BOOTS, &c.

LANE, CRAWFORD & CO.

Hongkong, August 5, 1890. 1383

MARINE HOTEL,

HONGKONG.

THE Undersigned beg to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the OLD P.

& O. WHARF, and is newly built after the designs of the LEAST EUROPEAN HOTELS—he

BEDROOMS, BATH-ROOMS, &c., are commodious, well Ventilated and well

Furnished, and are suitable for Single or Married Persons. The DINING ROOM is large and looks on the Harbour.

The TABLE D'HÔTE will be supplied with the best the market can provide.

The BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINES and LIQUORS of the best qualities and Brandy only will be supplied.

The Undersigned therefore beg the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, August 5, 1890. 1437

NEW HATS.

CHRISTY'S and HEATH'S BLACK, BROWN and GREY FELT HATS.

DOUBLE and SINGLE TERAI and OTHER SOFT FELTS.

BEST ENGLISH-MADE STRAW HATS.

LADIES' FELT HELMETS, AND

GALCUTTA PITH HATS,

TWEED CAPS.

ROBERT LANG & CO.

Hongkong, July 28, 1890. 1324

VICTORIA HOTEL,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within two minutes' walk of the principal Government Offices (including the Post Office, Banks, &c.) has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HÔTE is always provided and served in the spacious Large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.</

Intimations.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

SUMMER TIME TABLE.
(To take effect from 1st May.)WEEK DAYS.
8 a.m. to 10 a.m. every quarter of an hour.
1 p.m. to 4 p.m. every quarter of an hour.
4 p.m. to 8 p.m. half hour.
4 p.m. to 8 p.m. quarter of an hour.

THURSDAYS.

NIGHT THURSDAYS AT 10.30 AND 11 P.M.

SUNDAYS.

CHURCH TRAMS AT 10.40 A.M.

12 (noon) to 2 p.m. every quarter of an hour.

4 p.m. to 8 p.m. half hour.

4 p.m. to 8 p.m. quarter of an hour.

Special CARS may be obtained on application to the Superintendent.

Single Tickets are sold in the Gulls; Five-Cent Coupons and Reduced Tickets at the Office.

MADGWEN, FRICKEL & CO.,
General Managers.

Hongkong, April 29, 1890. 799

NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.

A Sketch.

Price, FIFTY CENTS.

To be had at Messrs. LANE, CRAWFORD & CO., Messrs. KELLY & WALSH; and Meers, W. BROWNE & CO.

August 14, 1890. 1582

WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

China Mail Office

To-day's Advertisements.

LOST.

A BROWN POINTED BITCH—white streak on forehead, white breast, and white feet. Answers to the name "SAWA." A REWARD of \$10 will be given, if returned to CAPTAIN CLUNIE,
Victoria Hotel.

Hongkong, Aug. 18, 1890. 1464

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

In the Matter of FRANCISCO MAMEDE GONCALVES, a Bankrupt.

NOTICE is hereby given that a MEETING OF CREDITORS of FRANCISCO MAMEDE GONCALVES will be held before C. F. A. SANISTER, Official Assignee of the said Court, on FRIDAY, the 29th day of August, 1890, at 12 o'clock, at Noon precisely, for the purpose of declaring a Dividend.

Creditors who have not yet proved must do so on or before the said 29th day of August, 1890.

Dated the 14th day of August, 1890.

O. F. A. SANISTER,
Official Assignee.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on THURSDAY,

the 21st August, 1890, at 2 p.m., at his Sales Rooms, Queen's Road,—

SUNDAY HOUSEHOLD FURNITURE, &c., belonging to the Estate of the late Mr. A. LISTER and OTHERS, comprising—

CRETONNE-COVERED DRAWING-ROOM SUITE, LEATHER-COVERED SOFA and EASY CHAIRS.

CENTRE and SIDE TABLES, CHIMNEY GLASSES, PICTURES, CARPETS and RUGS, and MARBLE CLOCK.

DINING TABLE, MARBLE TOP SIDEBOARD, WARDROBE WITH GLASS DOORS, CHEST of DRAWERS, MAHOGANY TOILET TABLE and WASHERSTAND.

BOOK CASE and BOOKS.

ONE HARMONIUM.

FIVE PIC RIFLES.

THREE AIR GUNS.

ONE TARGET.

TWO COOKING RANGES, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, August 18, 1890. 1451

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LTD.

FOR LONDON.

The Co.'s Steamship *Peking*, R. H. Macmillan, Commander, will be despatched for the above Port TO-MORROW, the 19th instant, at Noon.

For Freight, apply to ARNHOLD, KARBERG & CO., Agents.

Hongkong, August 18, 1890. 1378

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

The Co.'s Steamship *Nineteen*, Captain Fockeck, will be despatched for the above Ports on WEDNESDAY, the 20th Inst., at 11 a.m., instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, August 18, 1890. 1454

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship *Pekoe*, Captain Lewis, will be despatched for the above Ports on FRIDAY, the 22nd Inst., at 11 a.m., instead of as previously advertised.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, August 18, 1890. 1463

To-day's Advertisements.

THE GREATEST NOVELTY TRAVELLING IN THE EAST.
KLAES & OLMAN'S CIRCUS AND TROUPES OF PERFORMING ANIMALS AT BOWRINGTON.

LAST FEW DAYS.

POSITIVELY LAST WEEK.

TO-NIGHT! TO-NIGHT!

Doors open at 8; Commissaries at 9 o'clock, Weather permitting.

PRICES OF ADMISSION.

Dress Circle (Chairs) \$1.00

2nd Class (Cerated Seats) 0.50 Cents.

3rd Class 0.25

Soldiers and Navy in Uniform, and Children under 12 years of age, half price to 1st and 2nd Classes only.

L. OLMAN, Business Manager.

Hongkong, August 18, 1890. 1430

THEATRE ROYAL,

CITY HALL.

FRIDAY, 22nd August, 1890.

Complementary Benefit Tendered to M. R. STANLEY SETON,

BY HONGKONG AMATEURS,

Under the Patronage and in the Presence of His Excellency FRANCIS FLEMING,

M. G. M., Acting Governor.

Box Plan at Messrs. KELLY & WALSH, Ltd., Queen's Road.

PRICES OF ADMISSION.

Dress Circles and Stalls \$2

Back Seats 0.50

Soldiers in Uniform half-price to Back Seats only \$0.50.

By Permission of the Officer Commanding the A. & S. Highlanders, the Band of the Regiment will be in attendance, and will play Selections during the evening.

Hongkong, August 18, 1890. 1462

DAKIN BROS. OF CHINA,

LIMITED.

CHEMISTS AND
AERATED WATER MANUFACTURERS.

IN our process of Manufacture, the greatest care is taken to secure the highest degree of purity and excellence.

THE WATER used is first rendered absolutely pure and in the process of manufacture all possibility of metallic contamination is removed by the use of pure tin or silver for pipes and parts of machinery coming into contact with the Water.

THE FACTORY is fitted with a Steam Plant of the most rapid and modern description; and it is one of the most complete and efficient ever shipped from England.

The whole process of manufacture is under the continuous supervision of a thoroughly efficient and qualified English Chemist, and it is our aim to turn out All WATER EQUAL IN QUALITY TO THOSE OF THE BEST ENGLISH MARKETS.

COST PORTS receive prompt attention; no charge for packing or shipping.

Telegraphic Code, five on application.

Books of order forms, five on application.

Hongkong, Aug. 11 1890. 1416

SHIPPING.

AIR VAULTS.

August 16 1890.—

Paking, British steamer, 1,910, Macloughlin, Amoy August 15, General—A. H. HOLD, Kandern & Co.

August 17.—

Canton, British steamer, from Whampoa, Esse, German steamer, 747, M. J. J. Esse, Ilido August 12, Sugar—TUTTERFIELD & SWINE.

Cambodia, British steamer, 1,903, A. Wildgoose, St. Petersburg June 21, General—J. COUSSET & CO.

DINING TABLE, MARBLE TOP SIDEBOARD,

WARDROBE WITH GLASS DOORS, CHEST of DRAWERS, MAHOGANY TOILET TABLE and WASHERSTAND.

BOOK CASE and BOOKS.

ONE HARMONIUM.

FIVE PIC RIFLES.

THREE AIR GUNS.

ONE TARGET.

TWO COOKING RANGES, &c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, August 18, 1890. 1451

POST OFFICE NOTICES.

MAILS IN THE FRENCH PACKET.

The French Contract Packet Djennah will be despatched on THURSDAY,

the 28th instant, with Mails for

the United Kingdom, Europe, and places beyond the Straits; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondicherry, Madras, Mauritius, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails.

HOLES OF CLOSING, THE ENGLISH AND FRENCH PACKETS.

When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon, The Money Order Office will be closed at 12 o'clock before.

8.00 A.M.—Posting of Prices Current and Circulars.

Prices Current and Circulars, may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way.

10.00 A.M.—Regatta course.

10.30 A.M.—Posting of Newspapers, Books, and Pattern cases.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) with 10 cents fee up to 11.30 A.M.; after which hour they may be sent on Board with the same Late Fee.

Local rates will be charged.

To avoid robbery, senders of letters from Kowloon Point, are requested to cancel their stamps by writing the word stamped across them.

Covers containing Bank Notes, Jewellery &c. should be registered.

There will be no Sunday delivery.

MEMOS. FOR TO-MORROW.

SHIPPING.

POST OFFICE NOTICES.

MAILS WHICH CLOSE.

Per *Peking*, for Haiphong, 20 Chinese.Per *Thales*, for Swatow, 10 Chinese.Per *Clara*, for Haiphong, 20 Chinese.Per *Amoy*, for Amoy, 10 Chinese.Per *Swatow*, Amoy & T'sui Feikion (s),Per *Canton*, for Mongkul (s).Per *China*, for Canton (s).

August 18.—

Nanking, for Amoy and Manila.

Canton, for Swatow and Shanghai.

Medan, for Singapore and Bombay.

Changsha, for Foochow.

Nanking, via Ports July 17, Coal and General—DUGLAS STEAMSHIP CO.

August 19.—

Asiago, Japanese str., 1,521, H. Soile, Nagasaki August 12, Coal—TAKAMIMA COAL CO.

China, German str., 1,093, A. Wildgoose, Yokohama August 13, Amoy 14, Foochow 16, General—DUGLAS STEAMSHIP CO.

August 20.—

Asiago, Japanese str., 1,521, H. Soile, Nagasaki August 12, Coal—TAKAMIMA COAL CO.

China, German str., 1,093, H. Berlitz, Saigon August 14, Rio—CHINESE.

August 21.—

Cambodia, for Vladivostok.

Nanking, for Swatow.

Haiphong, for Haiphong.

Thales, for Swatow.

THE CHINA MAIL

The steamer *Changsha*, on her way from Sydney to Hongkong, went ashore at Rattery Island, near Bowen, during a dense fog. The cargo was shifted and the steamer got off in two days without sustaining much damage.

Two Australians get wonderful news sometimes. They are running the Americas hard in veracity. Here is one of their cable items, which is news to people in China: "British contributions are reported to have taken place in China; and an attempt was made to poison the Emperor."

The British steamer *Cambodia*, from St. Petersburg, which passed through here yesterday, encountered a cyclone when she was near Soocon, and had a very hard time. The second officer is missing, having been, it is thought, washed overboard. A heavy sea struck the ship and washed her deck completely, and it is presumed that the unfortunate man was swept away by it, though no one saw the occurrence. The steamer is bound for Vladivostok with coal.

OWING to the rise in exchange, some of the large European stores in Bombay are reducing their prices, but this concession to the customer is perhaps not entirely unconnected with a scare which has set in among them owing to the talk about the opening of two large Co-operative establishments there. One of these has already secured palatial quarters in Hongkong, the stockkeepers are working off their old stock.

We regret, says the *Japan Gazette*, of 8th inst., to learn by telegram from Kobe that two European ladies have succumbed to cholera. The ladies are Mrs. and Mrs. Schroeder who arrived in Kobe from Shanghai, via the Kuroshio, not many days ago. The daughter expired yesterday morning, Mrs. Schroeder this morning after eighteen hours' illness. The total number of cases reported in the country up to Monday last was 2,693 and of deaths 1,520.

Reuter sometimes sends us strange telegrams, but the following "mix" in an Australian paper is almost as good as any we have had to record here. "A revolution has broken out in the Argentine Republic, under the leadership of General Salvador. They were attacked by Government troops, and after a determined fight, were driven out of Guatemala. The insurgents made a stubborn resistance, a thousand being captured, and over four hundred killed and wounded."

Somewhat approaching railway speed has been reached by a torpedo-boat built by the firm of Schichau, at Elbing, Prussia. It is reported that the new Russian torpedo-cruiser *Alder*, built by this firm, has attained the speed of 26½ knots, or over 31 miles in hour. She is a twin-screw vessel 150 feet long and of 150 tons displacement. Our fastest boats have not done more than 23 knots, but we believe that Messrs. Thornycroft are prepared to build much faster vessels if the Admiralty will bear the cost.

THE following paragraphs are from the *London & China Express*:

It is stated that Captain G. T. Boyce is to command the *Mindaur*, which vessel, after taking part in the manoeuvres, will most likely replace the *Victor Emmanuel* as receiving ship at Hongkong.

The Admiralty have issued instructions for the *Mindaur*, which will shortly complete her term of service on the China station to return to England to be paid off or commission. The *Mindaur* is to be relieved at Hongkong by the gun vessel *Peacock*, which is to be transferred from the Cape and West Coast of Africa station.

The British Consular Report on the trade of San Francisco for 1889 notes that the trade in flour to China and Japan decreased, 49,681 sacks having been shipped, while last year's shipments were 61,602 sacks.

Application has been made to the Stock Exchange Committee to appoint a special sitting day in, and to grant a quotation to, the Hong Kong and Shanghai Banking Corporation, 10,000 new shares (London register).

A marriage has been arranged, and will take place during the autumn, between Mr. Edward A. Probst, of Shanghai, China, and Alice, fifth daughter of Mr. and Mrs. Albert Deacon, of Dreggins-park, Ware.

At Hamburg on shouldn't just they had a festival. The Berlin diplomatic representative of the Celestial Empire, his Excellency Heng Sow, visited the town, at the invitation of the Hamburg Chamber of Commerce. His Excellency arrived at 12.30 P.M. from Bremen, where he visited the Nordwestdeutsche Industrial Exhibition. He was greeted at the station by the President and members of the Chamber of Commerce, as well as members of all Hamburg-China commercial firms. Then the Prince of the Chinese legation, the Chinese Ambassador, and his suite drove to the Exchange, where he was greeted with enthusiasm by the multitude of the daily Exchange visitors. Afterwards a lunch was prepared in one of the saloons of the Exchange building, and then his Excellency was shown over our enormous harbour with their extensive quays. The day was finished with an official dinner, on which occasion the health of the Emperor of China and the Emperor of Germany was proposed by the First Burgomaster of Hamburg. His Excellency left next day for Magdeburg, to witness there the gun trials at Gruson's factory.

It will be remembered that the balance sheet of the subdivide lines of the Norddeutsche Lloyd, in 1889 showed a deficit of £20,000 against £60,000 in 1888. It is now made known that the cause of that deficit is no decrease in the traffic, but that it is owing to higher wages, which had to be paid, and to higher prices for coal. With regard to the traffic the facts are highly favourable. The East Asiatic line took at Bremerhaven 20,282 tons, against 21,989 tons, in the previous year; at Antwerp 7,631 tons, against 5,030; at Genoa 1,214 tons, against 1,742; at Calcutta 85 tons, against 163; at Singapore 867 tons, against 429; at Hongkong, 1,185 tons, against 558 for Shanghai. The same line delivered at Antwerp 229 tons, against 298; at Genoa 539 tons, against 277; Port Said, 357 tons, against 238; Aden, 1,563 tons, against 713; Colombo, 1,126 tons, against 672; Singapore 5,043 tons, against 3,411; Hongkong 13,453 tons, against 12,672 tons. These figures, not only show that the coasting trade in China now makes good use of the German steamers, but also that the trade between Germany and China is much increased by the subdivide steamers. The traffic of the branch-line from Hongkong to Japan has remained almost unchanged; from Hongkong to Japanese ports had been taken 3,018 (9,002); against them 4,333 tons of Chinese provenance; from Japan to Hongkong were shipped 17,801 tons (18,001), and 5,073 (5,204) of these were destined to Europe. A similar satisfactory result is to be reported about the Australian line.

A proposal to hold an International Exhibition at Bombay is under consideration. The promoters are sanguine of its proving a great success.

Truth says:—"Empress Frederick would become a powerful factor at Court if she remained long in England. During the last three weeks her influence has been successfully exerted with the Queen to induce Her Majesty to allow the Guards' band to play on the East Terrace at Windsor Castle on Sunday afternoons, and she has also obtained the Queen's permission for Princess Beatrice to make a lengthy tour abroad. The Queen had always indignantly refused to allow the band to play on the East Terrace, where no music had been heard since 1861 until the other day; and Princess Beatrice's annual attempts to obtain leave of absence for an expedition through Switzerland had invariably failed; but the Empress succeeded in both cases, and it is now predicted that if the Empress should happen to come over next year to Whitstable she will be able to get the Queen to patronise Ascot races."

The San Francisco *Chronicle* of the 9th ultimo says: "J. M. Merrill, a prominent capitalist of San Diego, is at the Grand Hotel. He said last evening, in conversation with a *Chronicle* reporter, that the scheme of the Santa Fe Company to run a line of steamships between San Diego and Hongkong had been revived, and that the steamers would soon be running on the route. President Manuel made business," said Mr. Merrill, "and the China steamers are now a certainty." I expect that boats will be running in a short time between San Diego and Hongkong and Yokohama. Of course the Santa Fe people are taking this step to occupy the field and to hold the ground against other competitors rather than to make money out of the business. The steamship will not run very frequently, not over one a month, at least until the business warrants an increased service, but you may rest assured that the line is a settled fact."

A London *Telegraph* correspondent who visited Bismarck lately at Kriegsrichardia says: "At the age of seventy-five Prince Bismarck is as upright as a dart and as firm as a strong man forty years of his junior. His complexion, which used to be swarthy when I first knew him, is clear and ruddy; his eyes sparkle with all their old fire and brightness; his voice is mellow and sonorous; his hair is mustache and bushy eyebrows are no whit grayer than when twenty years ago. He looks younger than his age by a decade at the very least. 'R'at,' he exclaimed, 'yes, a definitive rest.' Official life, as far as I am concerned, is all over and done with. Now I shall have time for some of the recreations I have foregone throughout thirty years. Retirement is good—still better in the certainty that I shall not have to change houses any more. You English have a proverbs that says 'three removals are as bad as a fire,' and it is a true one. Don't you think it is high time that I should have a little amusement and enjoy a few social pleasures?"

Turner is at last something definite as to the coming autumn naval manoeuvres. Appointments of officers have been made to the ships to be engaged. Over and above the Channel fleet there will be commissioned in the Sheerness command the *Arthurs*, *Cyclone*, *Grasopner*, *Hydra*, *Medea*, *Mersey*, *Midcar*, *Narcissus*, *Minotaur*, *Tarantula*, and six torpedo-boats; in the Portsmouth command the *Barracuda*, *Glatton*, *Heron*, *Iris*, *Minotaur*, *Treveler*, and eight torpedo-boats; in the Devonport command, the *Black Prince*, *Conqueror*, *Forth*, *Hebe*, *Inconstant*, *Recon*, *Spider*, *Thames*, and ten torpedo-boats; while the *Jas*, *Audacious*, *Bellerophon*, *Invincible*, *Iron Duke*, *Neptune*, *Northumberland*, *Shannon*, and *Triumph* will be strengthened in officers. The *Daily Telegraph* says: "In the forthcoming naval manoeuvres the British force of nine ironclads, with cruisers, torpedo-boats, and other craft, will be commanded by Admiral Sir George Tryon; the enemy's fleet, in which there are eight ironclads, will be under Vice-Admiral Sir Michael Culme-Seymour. But for the fact that the French naval manoeuvres are now taking place, it is tolerably certain that those of our own fleet would not have been postponed, as they have been, till the end of this month. The idea governing the next operations is that the enemy, who have been given a wide range of sea extending to the South-west of Iceland, will endeavour to stop our food supplies, and ultimately seek to raid and play havoc up Channal. Certain ports in Ireland have been declared neutral, so that the enemy may not prey therein. This year there is to be no co-operation of ports, and many of the more risible and impracticable rules laid down to engage and capture an enemy's ship have either been modified or abrogated."

PRINCESS Dolgorouki, the morganatic wife of the late Czar, has (in Paris) corresponded with the *Daily Telegraph* journal, just published her Memoirs in Russia. Every available copy, however, has been pounced upon immediately by the police. In this interesting volume the Princess gives a graphic account of what happened on the very eve of the assassination of the ill-fated Alexander II. During the evening before the tragic event took place, she was in a room adjoining that in which the police report for the day was being submitted to the Emperor. When Colonel Stauden mentioned that soldiers, in whom more trust could be reposed, had been stationed on guard at the palace, the Czar displayed great irritation, exclaiming, "What! am I surrounded by traitors even in my own house? If such be the case, the most rageous beggar is happier than I. Well, I shall appeal to the people to swell among them, and show them that I have confidence in them, and do not fear the cowardly assassins who dare not emerge from their obscurity!" His Majesty that did not increase in the traffic, but that it is owing to higher wages, which had to be paid, and to higher prices for coal. With regard to the traffic the facts are highly favourable. The East Asiatic line took at Bremerhaven 20,282 tons, against 21,989 tons, in the previous year; at Antwerp 7,631 tons, against 5,030; at Genoa 1,214 tons, against 1,742; at Calcutta 85 tons, against 163; at Singapore 867 tons, against 429; at Hongkong, 1,185 tons, against 558 for Shanghai. The same line delivered at Antwerp 229 tons, against 298; at Genoa 539 tons, against 277; Port Said, 357 tons, against 238; Aden, 1,563 tons, against 713; Colombo, 1,126 tons, against 672; Singapore 5,043 tons, against 3,411; Hongkong 13,453 tons, against 12,672 tons. These figures, not only show that the coasting trade in China now makes good use of the German steamers, but also that the trade between Germany and China is much increased by the subdivide steamers. The traffic of the branch-line from Hongkong to Japan has remained almost unchanged; from Hongkong to Japanese ports had been taken 3,018 (9,002); against them 4,333 tons of Chinese provenance; from Japan to Hongkong were shipped 17,801 tons (18,001), and 5,073 (5,204) of these were destined to Europe. A similar satisfactory result is to be reported about the Australian line.

The Acting Attorney-General (Hon. E. J. Ackroyd) said the evidence was that Constable Gidley, who was on duty in Queen's Road on the morning of the 12th inst., saw the prisoner coming out of House No. 224 with the bow in Court in his possession. He arrested the man, and on his way to the Police Station the prisoner dropped one or two house-breaking tools. After taking him to the Police Station the constable returned to the house and found that the trap door leading into one of the upper rooms had been broken open. The complainant would state that she closed the trap door before going to bed, and that the goods are hers. It was only when she was awakened by the police that she knew the things had been stolen. On this evidence he would ask the jury to find the prisoner guilty on the first count, and if they were not satisfied that the evidence warranted that, he should ask for a verdict on the second count.

Constable Gidley said that when he stopped the prisoner and asked where he had come from he said he had come with the Canton steamer.

The prisoner in defence said he was on his way to a tea shop when he met a man who handed the things to him and told him to say he had come with the steamer if any one asked where he had got them.

The jury unanimously found the prisoner guilty on the first count, and he was sentenced to two years' imprisonment with hard labour.

The Sessions were adjourned till to-morrow at 10 a.m.

The usual chaplains have subscribed among themselves £6, 12s., and presented Bishop Gorfe, the Bishop of Cork, with the following article as a momento of his service in the Navy: "A printing press, a portable altar, with silver vessels, &c., and an altar book, with the names of the subscribers engraved and illuminated on the fly-leaves. The Chaplain of the Fleet made the presentation."

The Singapore Free Press understands that the Unofficial Members of the Senate Legislative Council have addressed a letter to the Acting Governor respecting the construction of the line to Kwai-Ping and thence to Tsimshau. The master had for some time been under consideration, and as a matter of fact it had been, we learn, written previous to the time of our article in paper of 7th instant. The views they take are that it is the Admiralty which should be responsible for an expedition through Switzerland, and that the steamer is bound for Vladivostok with coal.

The San Francisco Chronicle of the 9th ultimo says: "J. M. Merrill, a prominent capitalist of San Diego, is at the Grand Hotel. He said last evening, in conversation with a *Chronicle* reporter, that the scheme of the Santa Fe Company to run a line of steamships between San Diego and Hongkong had been revived, and that the steamers would soon be running on the route. President Manuel made business," said Mr. Merrill, "and the China steamers are now a certainty." I expect that boats will be running in a short time between San Diego and Hongkong and Yokohama. Of course the Santa Fe people are taking this step to occupy the field and to hold the ground against other competitors rather than to make money out of the business. The steamship will not run very frequently, not over one a month, at least until the business warrants an increased service, but you may rest assured that the line is a settled fact."

PROPOSITION OF THE AUSTRALIAN CABLES.

GRATUIT SUBSIDENCE OF SEA BED.

The E. A. & C. Telegraph Company's steamer *Sherard Osborn* returned to Singapore on the 9th inst. after having successfully re-connected the submarine cables, two from Banjoewangi to Port Darwin, and one to Rosebel Bay, broken by the volcanic disturbance on July 11. The operations have revealed an unusually violent change in the conformation of the ocean bed, which can be best described by following the course of the soundings and grappling.

The first business was to find the exact spot where each line was broken. Going from Banjoewangi, feeling the way along, it was found that where the bottom used to be fairly level or gently undulating, sounding to the Admiralty chart from 400 gradually increasing to 700 or 800 fathoms, there is now a sudden drop to 800 and 1,100 fathoms, the ground being very broken and irregular along the line of the fall. The first cable operated upon was the north-eastern one, laid down in 1880, from Banjoewangi to Port Darwin, and known as the "No. 2 Cable." This was found to be cut up to 30 knots out from Banjoewangi, just about the region of the sudden subsidence. From this point nothing but fragments, averaging about half a mile in length, could be found, until having gone a further 20 knots, they were able to connect with Australia. The 22 knots of new cable having been put down, communication was restored between Australia and the western world, on July 20. The broken pieces recovered only made a total length of about 15 knots, the rest being irrecoverable and most probably buried by a fall of clay along the edge of the sunken area, immediately after the general subsidence.

Having completed the first part of the operations the *Sherard Osborn* steamed slowly to the southwest to grapple for the Cable No. 1, or original Port Darwin cable, laid down in 1877. Here the grappling hooks snapped on the sharp edge of a marine precipice. The depth of the top agreed with the old sounding of 400 fathoms—but there was a sheer drop to 740 and 800 fathoms. This "wall" was found to lie about NNE & SSW, oblique across the cable, which was NE & SW. For some time the grappling was very difficult and barren of success, as from the exceedingly irregular and broken state of the bottom, it was evident that a fall of cliff had taken place at an angle with the cable, of which portions were buried. After fishing up pieces for a distance of about 15 knots, communication was established with Port Darwin, and new cable laid. Up to 45 knots out from Banjoewangi the sea-bed was undisturbed, and at 45 knots out the cable was cut in the cable itself. Nearly 14 knots of old cable were recovered here. The weight of rock that must have fallen in on the line, while they were hanging over the edge, may be gathered from the fact that the cable could not ordinarily be broken by a strain of ten tons.

Passing on to the third and newest cable only laid last year, the wall was found to continue steep and jagged past this one, showing at 47 knots from Java a fall from 450 (old depth) to 700 fathoms. Evidently the edge of the cliff lies close along the line of No. 3 Cable, for again at 50 knots out there was a huge chasm, 1,165 fathoms deep, where formerly it was hardly 700, the nearest sounding on the undisturbed bed being about 650 fathoms. Of the 121 knots lost and rolled, pieces amounting to only 10 knots were recovered. The total cable buried or shattered therefore is 56 knots, of which 37 or 38 knots were got back, the remaining 18 being lost altogether.

Fortunately the *Sherard Osborn* had five weather all the time, and the tedious operations were conducted without a break. Great credit is due to Captain Fawcett and the electrical engineers with him for the prompt and efficient performance of so important a work. They bring back with them a few specimens of fine soft mud from the bottom, which seem to be the same as that generally found about Bali Strait. It will be sent home for examination, but it is not expected to afford any clue as to the nature of the disturbance.

Of the rock, of course the sounding instrument could get nothing. The broken ends of the cable are also brought back and sent home, at the special request of the management; they are very clean cut, and according to the immense force, whatever it was, that snapped them.

On the return a volcano in Java named Raweong was seen to be in active eruption, columns of smoke pouring from the crater.

As was pointed out at the time of the disturbance, the scene of the subsidence is at the junction of two well-known lines marking the direction of volcanic activity in the bowels of the earth, so that there can be no doubt as to the primary cause of the breaking of the cable.

The sea-bed, the area within which the subsidence took place, is almost uniformly 400 to 50 fathoms below the surrounding bottom, whereas it was formerly a gradual slope away from the islands of Java and Bali. The sunken portion is exceedingly uneven, as though it had fallen piecemeal; if it had all gone at once the cables would still be at the top, and hanging down from the side of the chasm, unbroken, while the bed itself would retain some at any rate of its former evenness. The remarkable depth of the water in Bali Strait had previously formed a subject of scientific comment, but it is now nearly a mile and a half deep; the difficulty of the task so successfully accomplished by Cpt. Fawcett and his assistants, in grappling for a cable not more than two inches thick at this depth, is beyond imagination.

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Fortunately the <

Mails.

Mails

For Sale

To Let

Merchant Vessels in Hongkong Harbour.

Exclusive of Jats, Arrivals and Departures reported 10-day

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, comprising all the Islands. Vessels near the Harbour's shore are reckoned to be near the Kowloong shore by, and those in the body of the

21

- From Green Island to the Gas Works.
 From Gas Works to Jardine's Wharf.
 From Jardine's Wharf to the Harbour Master's Office.
 From Harbour Master's to the P. and O. Co.'s Office.
 From P. and O. Co.'s Office to Peddar's Wharf.
 From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From Kollett's Island to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Advertiser	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Agamemnon	5 c Williams	Brit. str.	1554	Aug. 16	Butterfield & Swire		Amoy and Shanghai	To-day
Ancona	5 c Modie	Brit. str.	3142	Aug. 17	P. & O. S. N. Co.		Yokohama	21st inst.
Ardgay	4 c Cuss	Brit. str.	1076	Aug. 15	A. G. Morris		Nagasaki	
Asagao	8 h Selck	Japan. str.	1568	Aug. 18	Takesima Colliery		Singapore	To-morrow
Avochie	3 c Rowin	Brit. str.	1039	Aug. 16	A. G. Morris		Joana	To-morrow
Benalder	10 McIntosh	Brit. str.	1288	Aug. 14	Gibb, Livingston & Co.		Shanghai	To-day
Bokhara	3 h Uase	Brit. str.	1696	Aug. 17	P. & O. S. N. Co.		Shanghai	To-morrow
Bombay	2 h Roche	Brit. str.	2047	Aug. 18	P. & O. S. N. Co.		Shanghai	To-day
Canton	5 c Park	Brit. str.	1175	Aug. 17	Order		Shanghai	To-morrow
Canton	3 h Hogg	Brit. str.	1111	Aug. 17	Jardine, Matheson & Co.		Shanghai	To-day
Changsha	5 c Williams	Brit. str.	1436	Aug. 17	Butterfield & Swire		Shanghai	To-morrow
China	3 c Bertelsen	Ger. str.	1091	Aug. 18	Chinese		Shanghai	To-day
Chi Yuen	3 h Null	Chi. str.	1121	Aug. 16	C. M. S. N. Co.		Shanghai	To-day
City of Rio de Janeiro	5 c Austin	Amer. str.	3548	Aug. 2	P. M. S. S. Co.		San Francisco	22nd inst.
Decima	5 c Christiansen	Ger. str.	945	July 18	Siemssen & Co.			
Dorset	8 h Daniel	Brit. str.	1716	Aug. 14	Mitsu Bishi			
Elo	8 c Jebsen	Ger. str.	747	Aug. 17	Butterfield & Swire			
Euphrates	3 c Edwards	Brit. str.	1650	July 16	Russell & Co.			
Febridge	5 c Ruthen	Brit. str.	1330	May 8	Russell & Co.		Iloilo	To-morrow
Fidelio	3 c Brorsen	Ger. str.	852	Aug. 16	Melchers & Co.			
Fokion	5 h Lewis	Brit. str.	609	Aug. 15	Douglas Steamship Co.			
Gaelic	5 c Pearne	Brit. str.	4211	Aug. 12	O. & O. S. S. Co.			
Hassia	5 c Wachsmuth	Ger. str.	1405	Aug. 12	Siemssen & Co.			
Highfield	5 c Casson	Brit. str.	1605	Aug. 1	Mitsu Bishi			
Kwei-yang	3 c Outerbridge	Brit. str.	1062	Aug. 16	Butterfield & Swire		New Zealand	
Laertes	5 c Scale	Brit. str.	1351	Aug. 16	Butterfield & Swire			
Lombardy	2 c Jephson	Brit. str.	1570	Aug. 9	P. & O. S. N. Co.		Bombay, &c.	22nd inst.
Mongkut	3 h Anderson	Brit. str.	859	July 31	Yuen Fat Hong		Vancouver (B.C.)	To-morrow
Namao	5 b Pocock	Brit. str.	826	Aug. 17	Douglas Steamship Co.		Coast Ports	To-morrow
Nanzing	4 c Talbot	Brit. str.	808	Aug. 15	Jardine, Matheson & Co.		Amoy & Manila	To-day
Niobe	5 c Thomsen	Ger. str.	3500	Aug. 14	Siemssen & Co.		Yokohama & Hiogo	To-morrow
Pakling	5 c MacHugh	Brit. str.	1910	Aug. 16	Arnhold, Karberg & Co.		London, &c.	To-morrow
Pathan	8 c Roy	Brit. str.	1762	Aug. 9	Adamson, Bell & Co.		Nagasaki	To-morrow
Peking	3 h Schulz	Ger. str.	954	Aug. 15	Siemssen & Co.			
Pemptos	5 c Johannsen	Ger. str.	1541	Aug. 19	Siemssen & Co.			
Pilot Fish	11 Stopani	Brit. tug.	161	I. K. & W. Dack Co.			
Pollux	3 c Hallmers	Ger. str.	893	Aug. 16	Butterfield & Swire			
Strathendrick	8 c Clunie	Brit. str.	1514	Aug. 15	Adamson, Bell & Co.			
Thorndale	5 c Etherington	Brit. str.	1970	Aug. 11	Adamson, Bell & Co.			
Vorwaerts	3 c Muller	Ger. str.	612	Aug. 16	Eduard Schellhass & Co.	Nagasaki	To-day	
Sailing Vessels								
Annie Stafford	8 c Robinson	Brit. bqe.	1297	July 21	Arnhold, Karberg & Co.			
Assyria	2 h Leary	Brit. bqe.	1148	Aug. 9	Siemssen & Co.			
Charles S. Whitney	3 c Spicer	Brit. sh.	1651	July 20	Russell & Co.			
George Skolfield	8 c Dunning	Amer. sh.	1276	July 11	Russell & Co.			
G. H. Wappaus	8 c Hanson	Brit. bqe.	453	Aug. 16	Butterfield & Swire			
Hedvig	8 c Söderman	Brit. bqe.	376	Aug. 14	Butterfield & Swire			
J. D. Bischoff	8 c Meyer	Ger. sh.	1808	Aug. 7	Order			
Lancefield	9 c Burns	Brit. bqe.	904	Aug. 7	Order			
Maroon	3 c Cummins	Brit. bqe.	362	Aug. 11	Jardine, Matheson & Co.			
Richard Parsons	8 c Freeman	Amer. bqe.	1116	June 22	Russell & Co.			
Sara Mercedes	3 k Munistega	Peruv. bqe.	245	July 4	Master			
Sir Herbert Maxwell	5 c Murray	Brit. tqtin.	232	July 17	Turner & Co.			
Thiorva	5 k Fraser	Brit. sh.	1174	July 20	Master			
William Le Lacheur	5 k Warner	Brit. bqe.	573	June 19	Wieler & Co.			

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. Chas. H. Adair	Yokohama
Caroline	corvette	1400	14	1440	Captain Clutterbuck	Yokohama
Cordelia	cruiser 3rd class	2380	10	2420	Captain H. T. Grenfell	Manila
Kek	g-bt. 3rd class coast defence	363	3	340	—	In reserve
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. Denison	Hongkong
Hyacinth	cruiser	1420	8	1190	Captain Robt. W. Craigie	Yokohama
Impérieuse*	twinscrew battle ship	8400	10	10000	Captain William H. May	Yokohama
Leander	cruiser 2nd class	4300	10	5500	Captain Burges Watson	Yokohama
Linnet	gun-vehicle 2nd class	750	5	1050	Commander V. A. Tisdall	Shanghai
Mercury	cruiser	3730	13	7290	Chas. J. Balfour	Yokohama
Merlin	gunboat 2nd class	430	4	430	Lieut.-Com. G. H. Yonge	Hongkong
Mutine	sloop	1130	10	1120	Commander J. H. Martin	Yokohama
Pigmy	gunboat	755	6	1200	Lieut.-Com. Hewett	Nagasaki
Plover	gunboat	755	6	1200	Captain E. G. Rason	Foochow
Porpoise	steel torpedo cruiser	1730	6	3500	Commander R. W. White	Singapore
Rambler	surveying vessel	830	3	690	Captain L. S. Daws n	On a cruise
Rattler	gunboat 1st class	715	6	1200	Captain J. G. Hengh	Shanghai
Redpole	gunboat	805	—	—	Captain F. Wm. Freeman	Hongkong
Severn	corvette	4150	12	600	Captain Hall	Yokohama
Solent	torpedo mining launch	150	—	—	—	Hongkong
Swift	gun-vehicle 2nd class	750	5	1010	Com. The Hon. Richard Bingham	Hongkong
Torpedo Boat No. 35	—	95	—	—	—	In reserve
Torpedo Boat No. 36	—	95	—	—	—	In reserve
Tweed	g-bt. 3rd class coast defence	363	3	340	—	In reserve
Victor Emmanuel	receiving ship	5157	14	—	Commodore E. J. Church	Hongkong
Wanderer	sloop	925	4	750	Commander Clifford	Hongkong

19.00 19.00 19.00 19.00 19.00 19.00 19.00

²⁷ See H. R. M. Gibbons, *Temporary Adjudications and the Section 1983 Clause*, 2003-2004 *U. of Chi. L. Rev.* 1031, at 1031-32 (footnotes omitted).

Yamato Delegation at the China and Japan Station

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian armored cruiser	6000	18	7000	Captain Alexeyeff	Japan
Admiral Nakhimoff	Russian armored cruiser	8000	22	8000	Captain Fedotoff	Japan
Aleout	Russian gunboat	300	—	—	Captain Parfenego	Nagasaki
Alliance	U. S. gunboat	615	—	—	Captain H. C. Taylor	Amoy
Aragon	Spanish cruiser	1908	—	—	Captain A. Soler	On a cruise
Aspic	French gunboat	470	4	450	Commander Journet	Shanghai
Chasseur	French despatch-vessel	—	—	—	Captain Bagard	Yokohama
Djiggit	Russian cruiser	1200	—	—	Commander Nikonoff	Singapore
Ertougroul	Turkish corvette	1750	—	—	Captain Osman Pasha	Yokohama
Iltis	German gunboat	489	—	—	Captain Ascher	Yokohama
Lutin	French gunboat	485	4	425	Captain Neny	Tourou
Mandjoor	Russian gun-vessel	1100	9	1200	Captain Tchuknin	—
Marion	U. S. corvette	1900	7	1170	Commander Dyer	Kobe
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. M. L. Johnson	Shanghai
Omaha	U. S. corvette	2400	12	1150	Capt. Cromwell	Nagasaki
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Craig	Nagasaki
Playler	French gunboat	540	—	420	Lieut.-Commander Fourest	Tonkin
Rio Lima	Portuguese gunboat	540	—	—	Captain J. R. Santa Barbara	Macao
Seudre	French transport	—	—	—	—	Haiphong
Sitostch	Russian cruiser	900	1	1000	Commander Kasherininoff	Shanghai
Sophie	German cruiser	2100	—	—	Captain Herbig	Singapore
Swatara	corvette	—	—	—	Commander John McGowan	Kobe
Tejo	Portuguese gunboat	500	3	100	Lieut.-Com. O. R. Caminha	Macao
Triomphante	French cruiser	4500	—	—	Capt. De la Noe	Yokohama
Villars	French cruiser	—	—	—	Captain Mayet	Yokohama
Vipere	French gunboat	480	4	425	Commander Goudot	On a cruise
Wilk	—	524	6	512	Commander Goudot	Yokohama